**December 5, 2016**
**1:00 – 3:00 p.m.**
**601 South 12th Street**
**Arlington, VA 22202**

# Meeting Minutes

## Summary

This was the Aviation Security Advisory Committee's (ASAC) Annual Public Meeting. Topics discussed included updates on the provisions of the *FAA Extension, Safety, and Security Act of 2016* that involve ASAC and a status update on implementation of the *REAL ID Act of 2005*. In addition, status reports from the subcommittees and working groups were presented. Attachment A provides the meeting agenda.

## Meeting Comes to Order

Dean Walter, the ASAC Designated Federal Officer (DFO), called the meeting to order. This meeting was convened pursuant to a Federal Register Notice dated November 23, 2016. The meeting was open to the public, fulfilling the requirements of 49 U.S.C. 44946(c)(4)(B).

## Opening Remarks

Victoria Newhouse, the TSA Executive Sponsor, ASAC Chairman Steve Alterman and ASAC Vice-Chairman Ken Dunlap each made brief opening remarks and welcomed members.

## Roll Call

A roll call was taken during the committee member introductions. Attachment B provides a complete list of meeting attendees.

## FAA Extension, Safety, and Security Act of 2016

Mr. Alterman stated that the ASAC-related requirements in the *FAA Extension, Safety, and Security Act of 2016* would be covered within the subcommittee and working group status updates.

## Subcommittee Updates

The co-chairpersons for each subcommittee and working group provided an update, covering initiatives to date and focus areas going forward.

- **Airport Access Control Working Group**
  Ken Dunlap, who serves as the Working Group Chairman, provided an overview of the implementation status of its 28 recommendations. In general, the working group is disappointed with the implementation approach for some of the recommendations. The working group feels that in some cases the initial intent of the recommendation is off-track from the implementation. The following recommendations were specifically discussed.

- Recommendation #2 – Airport Employee Screening Risk Model. The working group stated that the Advance Threat and Local Allocation Strategy (ATLAS) Program is only a partial step toward establishing a necessary randomized screening model, based on a game theory, that will give airport workers an expectation of being screened at any time and place during the work day. The current pilot appears to be simplistic and is not deployed throughout the airport environment. The program should consider a Request For Information (RFI) to solicit the views of outside stakeholders on how best to randomize the screening process. In addition, employee screening activities remain generally limited in scope and effectiveness, and not expanded to the degree that the ASAC recommended.
- Recommendation #7 – Review of Disqualifying Criminal Offenses. This working group completed its report, which will serve as input into the rulemaking, required by the *FAA Extension, Safety, and Security Act*.

- **International Aviation Subcommittee Update**

  The subcommittee provided an update on TSA's participation in the International Civil Aviation Organization (ICAO) 39th General Assembly held in September 2016.

  - TSA and other ICAO members participate within Councils and Working Groups
  - Development of the Global Aviation Security Plan (GASeP) was endorsed, which looks for ICAO member states to influence neighbors on security culture, implementation, and oversight.
  - The anticipated Amendment 15 to Annex 17 will include new ICAO standards, such as changing measures related to landside security from recommended practices to standards. (Note: ICAO Members were notified of the adoption of Amendment 15 to Annex 17 on December 14, 2016.)

  Updates were provided on the historic passing of the United Nations Security Council Resolution 2309. For the first time, the UN Security Council directly identified threats to aviation as a global threat to world peace under Resolution 2309, and called upon states to take action in three key areas: 1) maintaining a culture of security; 2) national implementaion of security standards to counter the evolving threat; and 3) oversight of the security systems.

- **General Aviation (GA) Subcommittee Update**

  TSA provided a response to the subcommittee on the Alien Flight School Program recommendations and is working on implementation. TSA is also close to finalizing the Airport Security Design Guidelines and intends to issue the document once final. The subcommittee is meeting December 13 to discuss potential issues with the Twelve-Five Standard Security Program and the Private Charter Standard Security Program.

- **Air Cargo Subcommittee Update**
  The subcommittee provided updates on the following issues:

  1. Compliance - the subcommittee would like to consider a new model for compliance that would shift the paradigm toward core objectives and dialogue between TSA and industry, rather than enforcement activity.
  2. Third Party Canine Screening – TSA issued a RFI to seek industry inputs on the potential to use explosive detection canine teams, trained and operated by third party vendors, to screen aviation cargo to TSA standards.
  3. Known Shipper Management System – the group continues to discuss program improvements.
  4. Paperless/Automation – the group encourages the integration of paperless processes into TSA practices.
  5. Air Cargo Advance Screening (ACAS) – the subcommittee is encouraged by TSA's progress on the ACAS pilot project.

- **Security Technology Subcommittee Update**
  The co-chairman stated that the subcommittee received a briefing from the DHS Science and Technology Directorate in May on research and development activities related to air cargo screening. The group intends to meet with the DHS Air Cargo Integrated Product Team to receive a briefing on capability gaps and allow industry stakeholders to provide input on their needs and priorities relating to screening technology.

  The subcommittee is also working on a report required by the *FAA Extension, Safety, and Security Act, Sec. 3501 (a)-(c) - Checkpoints of the Future,* which requests that ASAC develop recommendations for more efficient and effective passenger screening processes. The group developed an action plan in October 2016, and met with industry groups and TSA to identify a baseline of concepts and initiatives related to security screening initiatives. The next steps include meeting with other industry experts, and stakeholders.

- **Commercial Airports Subcommittee Update**
  The subcommittee stated that it continues to develop recommendations on best practices for checkpoint security operations optimization, as required by the *FAA Extension, Safety, and Security Act, Sec. 3304(a)(4) - TSA Staffing and Resource Allocation.*

**Real ID Update**

Howard Goldman provided an update on implementation of the *REAL ID Act* (Attachment C.) This topic was previously briefed at the February 2, 2016, and September 8, 2016, ASAC meetings. The *REAL ID Act* establishes minimum requirements for the secure issuance and production of state-issued driver's license and identification cards. Topics included an update on State compliance, and TSA and industry outreach and education efforts. Starting in January 22, 2018, individuals without acceptable identification documents will not be allowed to enter the sterile area of an airport or board an aircraft.

**Committee Membership**
The ASAC charter and most membership terms expire in May 21, 2017. TSA expects to formally solicit for new membership in early calendar year 2017.

**Public Comment Period**
As stated in the meeting notice, members of the public were asked to make advance arrangements to present oral statements. No one requested an opportunity to speak. Dean Walter stated that members of the public could submit written comments either to the docket or directly to TSA. Comments received will become part of the official record.

**Administrative Discussion**
The following 2017 plenary committee meetings are scheduled:

- Tuesday, February 14, 9:00 A.M. - 12:00 P.M.
- Week of May 22 (TBD)
- Week of September 11 (TBD)
- Early December - Annual Public meeting (TBD)

**Adjournment**
The Chairman asked for any last comments, and with none received adjourned the meeting at approximately 3:00 p.m.

**Summary of Action Items**

- Security Technology Subcommittee to submit to the plenary a comprehensive outline of the Checkpoint of the Future Report to Congress in January 2017, a first draft in March 2017, and a final draft for review and approval in April 2017. *(Schulz)*
- Commercial Airports Subcommittee to develop proposed recommendations on checkpoint operations optimization by February 2017 (*Black/Duffy*)

**Certification of Detailed Minutes**
*I hereby certify that this is an accurate record of the activities of the Aviation Security Advisory Committee on December 5th, 2016.*

Stephen A. Alterman
Chairman

## Attachment A: Meeting Agenda

- Meeting Opening & Call to Order
- Chairman's Opening Remarks
- Vice-Chairman's Opening Remarks
- TSA Executive Sponsor Opening Remarks
- Roll Call & Member Remarks
- TSA Innovation Task Force Update
- H.R. 636 – FAA Extension, Safety, and Security Act of 2016
- Review of Recommendation Status
- Subcommittee Update:
  1. Airport Access Control
  2. Commercial Airports
  3. International Aviation
  4. Air Cargo
  5. Security Technology
  6. General Aviation
- Real ID Status Update
- Administrative discussion
- Closing comments and adjournment

## Attachment B: Meeting Attendees

| Name | Organization | Status |
|---|---|---|
| Steve Alterman | Cargo Airline Association | Member- Chairman |
| Chris Bidwell | Airports Council International – North America | Member |
| Alan Black | Dallas Fort Worth International Airport | Member |
| David Borer | Association of Federal Government Employees | Member |
| Scott Broyles | Safe Skies | Member |
| Bill Cason | Coalition of Airline Pilot Associations | Member |
| Colleen Chamberlain | American Association of Airport Executives | Member |
| Michael Cintron | International Airline Passenger Association | Member |
| Liam Connolly | Regional Airline Association | Member |
| Joe Dalton | NetJets | Member |
| Joe DePete | Airline Pilots Association | Member |
| Ken Dunlap | Airports | Member-Vice-Chairman |
| Bob Francis | Farragut International | Member |
| Brandon Fried | Air Forwarders Association | Member |
| Tony Graziano | United Brotherhood of Carpenters | Member |
| Julian M. Gustafson | NADA | Member |
| Jens Hennig | General Aviation Manufacturers Association | Member |
| Lorraine Howerton | U.S. Travel Association | Member |
| Glenn Johnson | Victims of Pan Am Flight 103 | Member |
| Mike McCormick | Global Business Travel Association | Member |
| Sue Presti | The International Air Cargo Association | Member |
| TJ Schulz | Airport Consultants Council | Member |
| Craig Spence | Aircraft Owners and Pilots Association | Member |
| Eric Thacker | Airlines For America | Member |
| Sean Cusson | ACI-NA | Public |
| Denny Dillard | Dillard Group | Public |
| Shane Downy | GBTA | Public |
| Randy Harrison | Delta Airlines | Public |
| Stephen Holl | Former WMAA Police Chief | Public |
| Cedric Johnson | BWI | Public |
| Douglass Kidd | NAAP | Public |
| James Francis King | Rapiscan Systems | Public |
| Dinkar Mokadam | AFA-CWA | Public |
| Michael Mullen | Express Association of America | Public |
| Shirley Negri | NATA | Public |
| Jeanne Olivier | PANYNU | Public |
| Charlotte Peed | Rapsican Systems | Public |
| Sarah Prosser | FedEx Express | Public |
| Alexander Rodriguez | FedEx Express | Public |
| Nobuyo Sakata | ACPA | Public |

| Name | Organization | Status |
|---|---|---|
| Micahel Sundheim | NATA | Public |
| Michael White | IATA | Public |
| Randy Williams | ALPA | Public |
| Sarah Wolf | NBAA | Public |
| Vera Adams | DHS/TSA | Federal |
| Mike Duffy | DHS/TSA | Federal |
| Tom Friedman | DHS/TSA | Federal |
| Sal Harvey | DHS/TSA | Federal |
| Kevin Knott | DHS/TSA | Federal |
| Craig Lynes | DHS/TSA | Federal |
| Dan McCann | DHS/TSA | Federal |
| Victoria Newhouse | DHS/TSA | Federal - Executive Sponsor |
| Susan Prosnitz | DHS/TSA | Federal |
| Gary Rasicot | DHS/TSA | Federal |
| David Ross | DHS/TSA | Federal |
| Marc Rossi | DHS/TSA | Federal |
| Dean Walter | DHS/TSA | DFO |
| Paul Wisniewski | DHS/TSA | Federal |

# Attachment C: REAL ID Update

# REAL ID

**Aviation Security Advisory Committee**

**December 5, 2016**

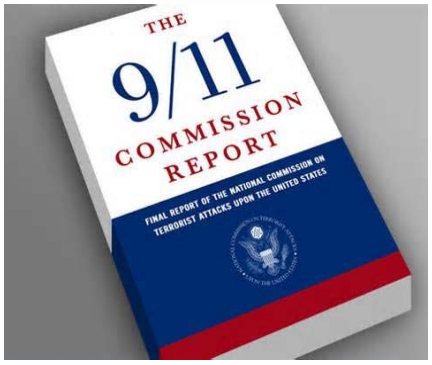
Homeland Security

## REAL ID Act Overview

"The federal government should set standards for the issuance of birth certificates and sources of identification, such as driver's licenses."

"*Sources of identification are the last opportunity to ensure that people are who they say they are and to check whether they are terrorists.*"

*-9/11 Commission Report p.390*

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# REAL ID Act Overview

- Covers 56 jurisdictions
  - *50 states, 5 territories, and DC*
- Establishes minimum requirements for the secure issuance and production of state-issued driver's license and identification cards
- Authorizes grants to states
- Prohibits Federal agencies from accepting for official purposes driver's licenses and identification cards from non-compliant states. These purposes are:
  - *Accessing Federal facilities;*
  - *Boarding federally regulated commercial aircraft;*
  - *Entering nuclear power plants; and*
  - *Any other purpose that the Secretary [of Homeland Security] shall determine.*

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# REAL ID Act Overview

*DOES:*

- **Requires Proof and Verification of Identity & Lawful Status**
  - *Full legal name;*
  - *Date of birth;*
  - *Social Security Number;*
  - *Address of principal residence; and*
  - *Lawful status.*
- **Requires Card Design to Include:**
  - *Biographic information, digital photo, signature, & card number;*
  - *Physical/Anti-counterfeit security features; and*
  - *Common machine-readable technology.*
- **Requires Safeguards for the Issuance and Production of Licenses**
  - *Copy & retain source document information;*
  - *Secure production facilities & document materials; and*
  - *Background checks & fraudulent document training for employees.*

*DOES NOT:*

- **Does not create a national ID card, a Federal database of driver information, or new Federal access to state data.**
- **Does not authorize DHS to regulate issuance of driver's licenses and identification cards by states.**
  - *State participation is voluntary.*
  - *Consequences for not meeting the standards.*
- **Does not prevent any state from issuing noncompliant driver's licenses or identification cards**
  - *Noncompliant cards must incorporate a unique design and clearly indicate that the document may not be accepted for official purposes.*

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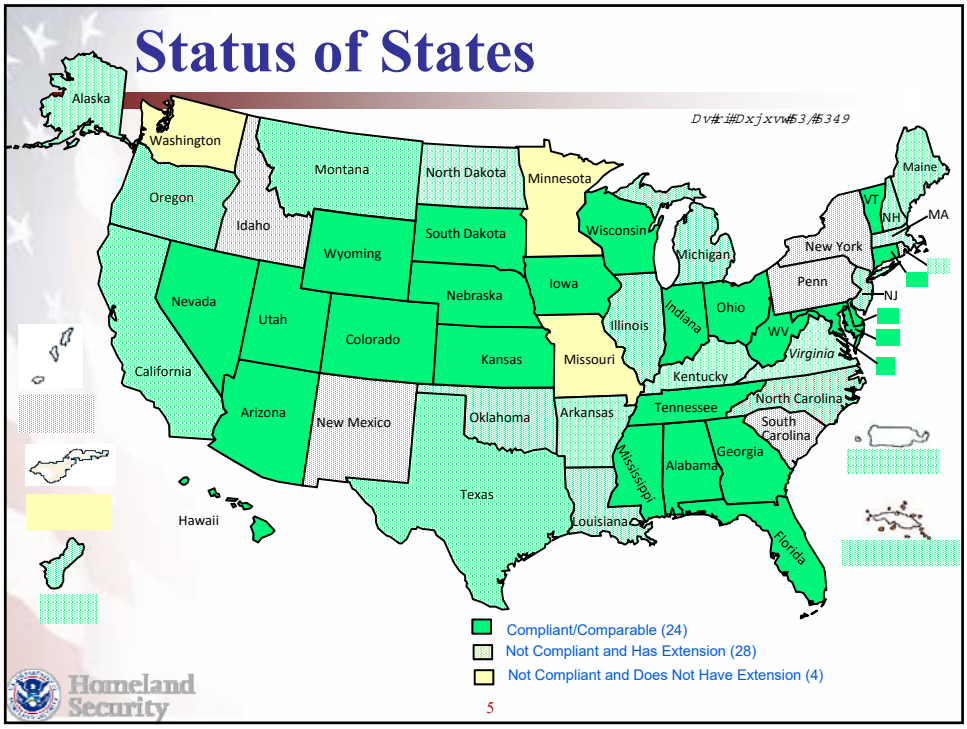
Status of States
Alaska
Washington
Oregon
Montana
Idaho
Wyoming
North Dakota
South Dakota
Minnesota
Nebraska
Iowa
Wisconsin
Michigan
Illinois
Indiana
Ohio
Maine
VT
NH
MA
New York
Penn
NJ
WV
Virginia
Kentucky
Tennessee
North Carolina
South Carolina
Georgia
Alabama
Mississippi
Florida
Louisiana
Texas
Oklahoma
Arkansas
Missouri
Kansas
Colorado
Nevada
Utah
California
Arizona
New Mexico
Hawaii
Compliant/Comparable (24)
Not Compliant and Has Extension (28)
Not Compliant and Does Not Have Extension (4)
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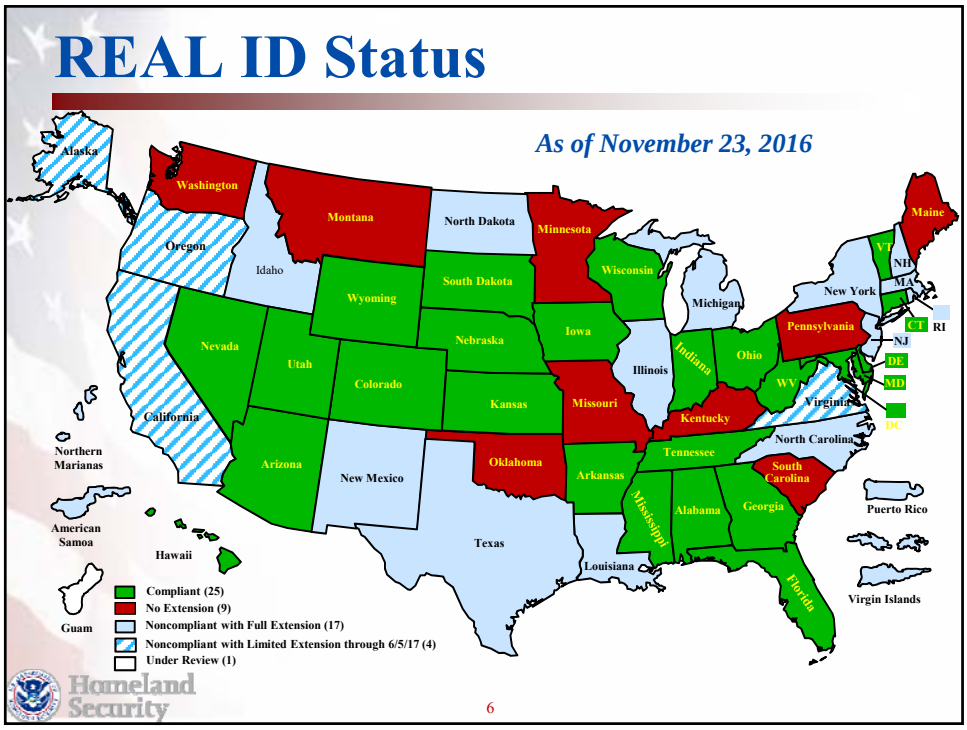
REAL ID Status
As of November 23, 2016
Alaska
Washington
Oregon
Montana
Idaho
Wyoming
North Dakota
South Dakota
Minnesota
Nebraska
Iowa
Wisconsin
Michigan
Illinois
Indiana
Ohio
Maine
VT
NH
MA
New York
Pennsylvania
CT
RI
NJ
DE
MD
DC
WV
Virginia
Kentucky
Tennessee
North Carolina
South Carolina
Georgia
Alabama
Mississippi
Florida
Louisiana
Texas
Oklahoma
Arkansas
Missouri
Kansas
Colorado
Nevada
Utah
California
Arizona
New Mexico
Northern Marianas
American Samoa
Guam
Hawaii
Puerto Rico
Virgin Islands
Compliant (25)
No Extension (9)
Noncompliant with Full Extension (17)
Noncompliant with Limited Extension through 6/5/17 (4)
Under Review (1)
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# Enforcement: Facilities

| Phase | Enforcement | Notification Period | Full Enforcement |
|---|---|---|---|
| 1 | Restricted areas for DHS HQ | 01/20/14 | 04/21/14 |
| 2 | Restricted areas for Federal facilities & for nuclear power plants<br>• *(i.e., Facilities where access limited only to Federal employees, contractors, and guests)* | 04/21/14 | 07/21/14 |
| 3 | Semi-restricted areas for Federal facilities<br>• *(i.e., Facilities where public can access but must present ID)* | | |
| 3a | Federal Security Levels 1 and 2; | 10/20/14 | 01/19/15 |
| 3b | Federal Security Levels 3,4, and 5; and military facilities | 7/13/15 | 10/10/15 |
| 3c | White House Complex | 8/1/16 | 9/1/16 |

- *Exceptions for health, safety, or life-preserving services; law enforcement; and judicial activities.*
- *Out of Scope: public areas of Federal facilities; non-Federal facilities; application for or receipt of Federal benefits; and uses other than the defined official purposes.*

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# Enforcement: Aviation

1. **Secretarial Announcement** (01/08/16)
   *a) Conduct outreach to educate the traveling public about the timeline below.*
   *b) Continue engagements with states to encourage compliance with REAL ID standards.*

2. **Passenger Notifications**
   *a) Electronic notifications and web-based advisories (07/15/16).*
   *b) Signage at airports (12/15/16).*
   *c) Handouts to passengers at airports in noncompliant states.*

3. **Initial Enforcement (Phase 4A)** — Starting January 22, 2018:
   *a) TSA accepts all licenses from compliant states and from noncompliant states with an extension, as well as other forms of identification described on www.tsa.gov.*
   *b) Passengers without acceptable identity documents would not be allowed to enter the sterile area of the airport or board the aircraft.*

4. **Full Enforcement (Phase 4B)** — To begin on October 1, 2020:
   *a) TSA only accepts compliant licenses issued by compliant states, as well as other forms of identification described on www.tsa.gov.*
   *b) Passengers without acceptable identity documents would not be allowed to enter the sterile area of the airport or board the aircraft.*

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# Enforcement: Aviation

## Initial Enforcement v. Full Enforcement

| | Compliant license from a compliant state | Noncompliant license from a compliant state | License from a noncompliant state with an extension | License from a noncompliant state without an extension |
|---|---|---|---|---|
| | | | | |
| **Phase 4A** 01/22/2018 | Accepted | Accepted | Accepted | Not Accepted |
| **Phase 4B** 10/01/2020 | Accepted | Not Accepted | N/A | Not Accepted |

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# Enforcement: Aviation

**Tiered State Licensing Systems**

- The REAL ID Act allows compliant states to issue driver's licenses and IDs that are not in compliance with the requirements of the Act.
- Noncompliant DL/IDs issued by a compliant state must clearly state on their face and in the machine readable zone that the card is not acceptable for official purposes and use a unique design or color to differentiate them from compliant DL/IDs.

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# Enforcement: Aviation

## TSA Acceptable Forms of Identification

Adult passengers 18 and over must show valid identification at the airport checkpoint in order to travel.

TSA does not require children under 18 to provide identification when traveling with a companion within the United States.

- Driver's licenses or other state photo identity cards issued by Department of Motor Vehicles (or equivalent)
- DHS-designated Enhanced Driver's License
- U.S. passport or passport card
- DHS trusted traveler cards (Global Entry, NEXUS, SENTRI, FAST)
- U.S. military ID (active duty or retired military and their dependents, and DoD civilians)
- Permanent resident card
- Border crossing card
- Airline or airport-issued ID (if issued under a TSA-approved security plan)
- Federally recognized, tribal-issued photo ID
- HSPD-12 PIV card
- Foreign government-issued passport
- Canadian provincial driver's license or Indian and Northern Affairs Canada card
- Transportation Worker Identification Credential
- Immigration and Naturalization Service Employment Authorization Card (I-766)
- U.S. Merchant Mariner Credential

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# Traveler Engagement/Education

- **We have collaborated with a broad array of stakeholders throughout the transportation and passenger sector**
  - **Aviation Security Advisory Committee (ASAC)**
  - **ACI-NA**
  - **AAAE**
  - **A4A**
  - **Regional Airline Association (RAA)**
  - **U.S. Travel Association (USTA)**
  - **Global Business Travel Association (GBTA)**
  - **American Society of Travel Agents (ASTA)**
  - **American Association of Motor Vehicle Agencies (AAMVA)**
  - **National Governors Association (NGA)**
  - **National Conference of State Legislatures (NCSL)**
  - **Hickory Global Partners**
  - **American Automobile Association (AAA)**
  - **TSA CRCL Coalition on Diversity and Disability Partners**
  - **DHS CRCL Partners**

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# REAL ID Airport Signage

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# REAL ID Bookmark

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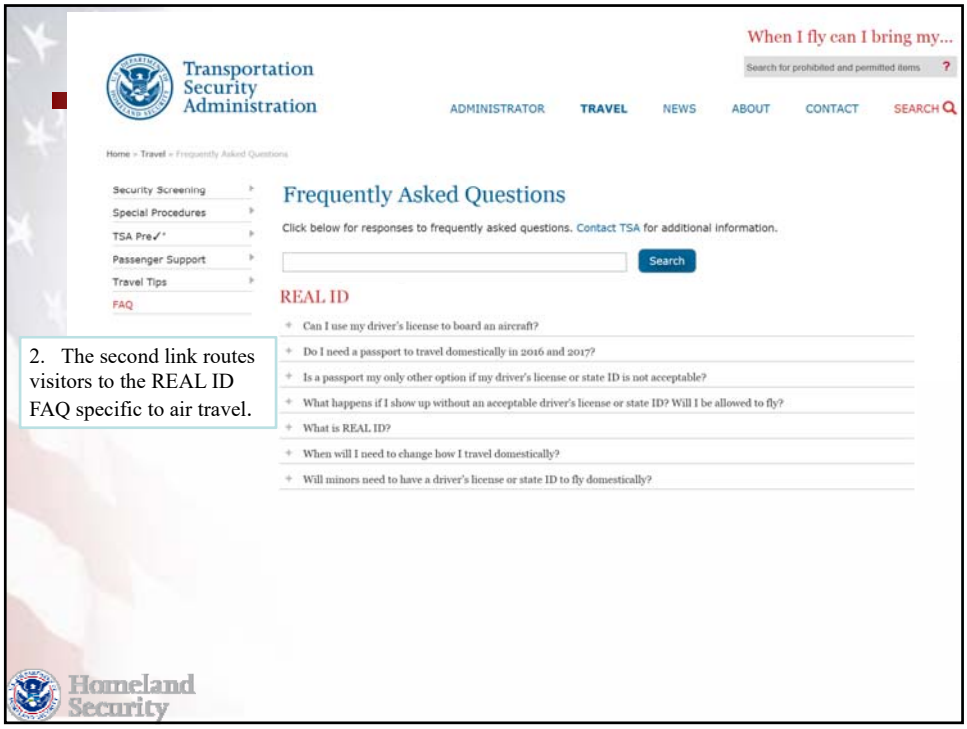
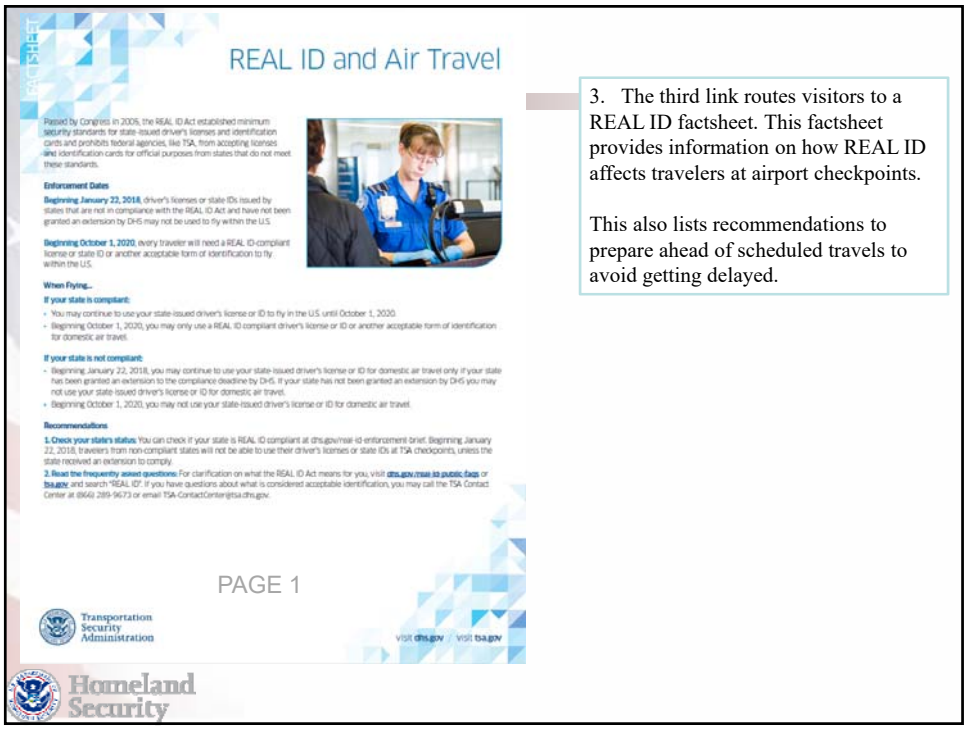
1. The first link routes visitors to dhs.gov for information about state's compliance.

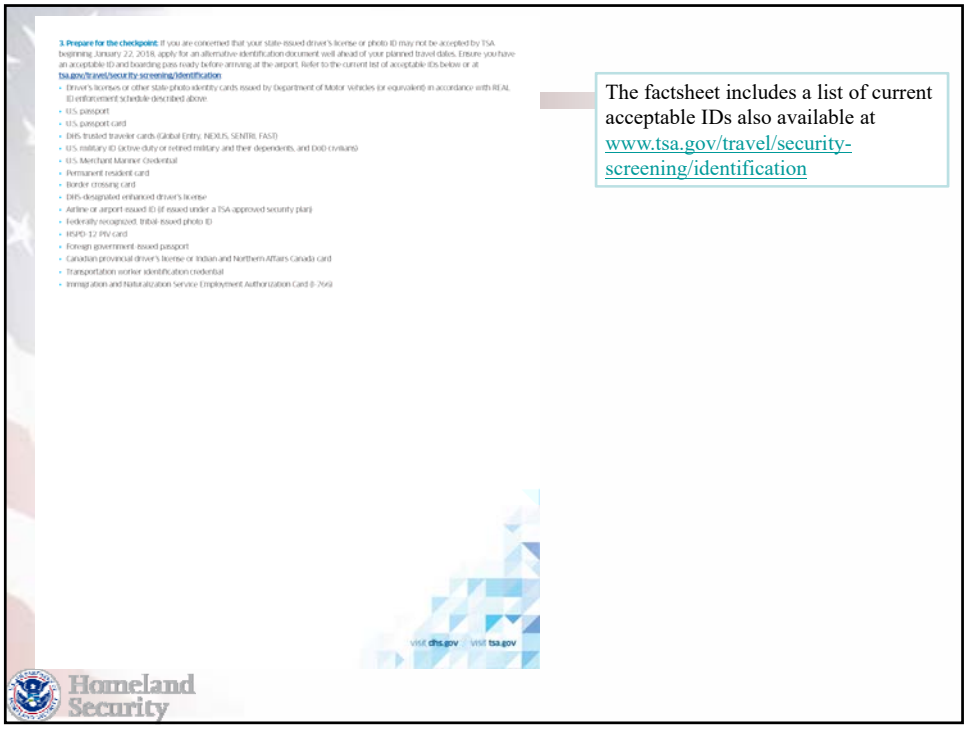



2. The second link routes visitors to the REAL ID FAQ specific to air travel.




3. The third link routes visitors to a REAL ID factsheet. This factsheet provides information on how REAL ID affects travelers at airport checkpoints.

This also lists recommendations to prepare ahead of scheduled travels to avoid getting delayed.




The factsheet includes a list of current acceptable IDs also available at www.tsa.gov/travel/security-screening/identification